
2013

TRIENNIAL ON-SITE SECURITY REVIEW OF SAN FRANCISCO INTERNATIONAL AIRPORT AIRTRAIN

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Draft Report



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2013 TRIENNIAL ON-SITE SECURITY REVIEW OF SAN FRANCISCO INTERNATIONAL AIRPORT - AIRTRAIN

ACKNOWLEDGEMENT

The California Public Utilities Commission's Rail Transit Safety Section (RTSS) staff conducted this system security program review. Staff members directly responsible for conducting review and inspection activities include:

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1. EXECUTIVE SUMMARY

The California Public Utilities Commission's (Commission) SAFETY AND ENFORCEMENT DIVISION (SED), Rail Transit Safety Section staff (Staff) conducted an on-site system security review of the San Francisco International Airport AirTrain (AirTrain) in May 13, 2013. The review is focused on verifying the effective implementation of the System Security Plan, addressing Threat & Vulnerability Assessment (TVA) and emergency response.

Following the on-site security review, staff held a post-review conference with AirTrain's Assistant Manager on July 1, 2013. Staff provided AirTrain's Assistant Manager with a synopsis of the preliminary review findings and preliminary recommendations for corrective actions.

The security review results indicate that AirTrain has a comprehensive system security program and has effectively implemented the SSP. However, Staff noted one (1) exception during the review and therefore made one (1) recommendation.

The Introduction for this report is presented in Section 2. The Background Section is located in Section 3 and contains a description of the AirTrain system. Section 4 describes the review procedure. The review findings and recommendations are listed in Section 5. The 2013 AirTrain Triennial Security Review Acronyms List is found in Appendix A, Checklist Index in Appendix B, Recommendations Review List in Appendix C, and Review Checklists in Appendix D.

2. INTRODUCTION

The Commission's General Order (GO) 164-D¹, *Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems*, and the Federal Transit Administration's (FTA) Rule, Title 49 Code of Federal Regulations (CFR) Part 659, *Rail Fixed Guideway Systems: State Safety Oversight*, require the designated State Safety Oversight Agencies to perform a review of each rail transit agency's system safety and security program(s) triennially. The purpose of the triennial review is to evaluate the effectiveness of each rail transit agency's System Security Plan (SSP) and to assess the level of compliance with GO 164-D as well as other Commission safety and security requirements. Staff conducted the previous AirTrain on-site security review in November 2010.

Staff advised the AirTrain Manager by letter dated on April 22, 2013 of the scheduling of the Commission's security review on May 13, 2013. The letter included 5 checklists that served as the basis for the review. The checklists focused on the verification of the effective implementation of AirTrain's SSP.

Staff conducted an opening conference/safety and security checklist review on April 29, 2013 with AirTrain Manager, AirTrain Assistant Manager, San Francisco International Airport Security Manager, Bombardier Site Director, and Bombardier managers and supervisors.

Staff conducted the on-site security inspections and records review during May 13, 2013. At the conclusion of each review activity, staff provided AirTrain personnel a verbal summary of the preliminary findings and discussed preliminary recommendations for corrective actions.

On July 1, 2013, staff conducted a post-review exit meeting with AirTrain's managers. Staff provided the attendees a synopsis of the non-compliant findings from the 5 checklists and discussed the need for corrective actions where applicable.

3. BACKGROUND

AirTrain a six mile system, began servicing the San Francisco International Airport on February 24, 2003. It operates 24 hours a day, 365 days a year, providing free service throughout the San Francisco International Airport (SFIA). The SFIA AirTrain was originally contracted to Bombardier as a design-build-operate-maintain project. The system is owned by the San Francisco Airports Commission and currently operated and maintained by Bombardier. With a fleet of 38 CX-100 people movers, the six mile system serves nine stations connecting all the airport's terminals, parking garages, and the Bay Area Rapid Transit (BART) station with the Rental Car Center.

The AirTrain system operates two lines. These are:

- Blue Line – all terminals, garages, BART Station, and Rental Car Center
- Red Line – all terminals, garages, and the BART Station.

4. REVIEW PROCEDURE

Staff conducted the 2013 Triennial Security Review in accordance with Rail Transit Safety Section Procedure Four (4), *Procedure for Performing Triennial Safety & Security Reviews of Rail Transit Systems*. Staff developed five (5) checklists to evaluate the adequacy of AirTrain's system security plan and the efficacy of its implementation.

The security evaluation includes the AirTrain security department, programs and processes which have system security functions and responsibilities. The review is based on Commission and FTA requirements, AirTrain's SSP & SSPP, American Public Transportation Association (APTA) system safety program guidelines, TSA baseline review list, TSA security related documents, and the staff's knowledge of the transit system. The five (5) checklists are listed in Appendix B.

Each checklist identifies the core security-related elements and characteristics that staff reviewed. Each of the checklists also references Commission, AirTrain, and other documents that establish the security program requirements. The methods used to perform the review include:

- Discussions and interviews with AirTrain management
- Reviews of rules, procedures, policies, and records
- Interviews with rank and file employees

Immediately following the security review, staff summarized the findings and the preliminary recommendations (if appropriate) with the respective AirTrain security personnel. The post-review summary is beneficial for clarifying findings or best-practices as well as providing AirTrain an opportunity to promptly address any necessary security improvements.

5. FINDINGS AND RECOMMENDATIONS (CONFIDENTIAL)

“Warning: This record contains Sensitive Security Information (SSI) that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a “need to know” as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the transportation security Administration or the secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by U.S.C. 552 and 49 CFR parts 15 and 1520.”

Sensitive Security Information (SSI)

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APPENDIX A ACRONYMS LIST

Abbreviation / Acronym	Description
AOA	Airport Operations Area
ASP	Airport Security Plan
AVSEC	Aviation Security
BART	Bay Area Rapid Transit District
CAP	Corrective Action Plan
CFR	Code of Federal Regulations
Commission	California Public Utilities Commission
CPUC	California Public Utilities Commission
FBI	Federal Bureau of Investigation
FTA	Federal Transit Administration
FEMA	Federal Emergency Management Agency
GO	General Order
ICS	Incident Command System
ISA	Internal Security Audit
RTCB	Rail Transit and Crossing Branch
RTSS	Rail Transit Safety Section
SAO	Security Access Office
SCHNM	Safety Concern/Hazard/Near Miss
SED	Safety and Enforcement Division
SFPD	San Francisco Police Department
SFIA	San Francisco International Airport
SSP	System Security Plan
SSPP	System Safety Program Plan
Staff	Safety and Enforcement Division personnel
TSA	Transportation Security Administration
TVA	Threat and Vulnerability Assessment

APPENDIX B
2013 AIRTRAIN TRIENNIAL SECURITY REVIEW CHECKLISTS INDEX
(CONFIDENTIAL)

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APPENDIX C
2013 AIRTRAIN TRIENNIAL SECURITY REVIEW RECOMMENDATION
LIST

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APPENDIX D

**AirTrain 2013 TRIENNIAL SECURITY REVIEW CHECKLISTS
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